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1932.



Swansea  
Sanitary



Port  
Authority

JOINT BOARD.

# ANNUAL REPORT

OF THE

## MEDICAL OFFICER OF HEALTH.

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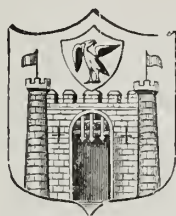
Port Sanitary Offices :  
10 SOMERSET PLACE, SWANSEA.

Telephone :  
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# THE SWANSEA PORT SANITARY AUTHORITY JOINT BOARD.

*Chairman :*

Alderman DAVID RICHARDS (St. John's).

*Vice-Chairman :*

Councillor J. A. BROWN.

*Representing Swansea Corporation :*

Alderman David Richards (St. John's) (Chairman).	Councillor E. G. Protheroe, J.P.
„ T. Jenkins.	„ Dr. L. W. Hefferman.
Councillor G. H. Hollett.	„ T. James.
„ R. Gronow.	„ B. Cronin.
„ H. Davies.	„ W. G. Rees.
<i>Representing Neath Rural District Council</i> ... ..	„ Mrs. Amy Jones.
„ <i>Neath Corporation</i> ... ..	„ George Gethin.
	„ W. K. Owen.
„ <i>Port Talbot Corporation</i> ... ..	Alderman J. Lewis.
	Councillor J. A. Brown (Vice-Chairman).
„ <i>Porthcawl Urban District Council</i> ... ..	„ D. J. Rees, J.P.
„ <i>Penybont Rural District Council</i> ... ..	„ J. I. D. Nicholl, J.P.
„ <i>Cowbridge Rural District Council</i> ... ..	„ Alfred L. Searle.

## OFFICERS OF THE AUTHORITY.

*Clerk :* H. L. Lang-Coath.

*Medical Officer :* Alfred Hanson, M.R.C.S.

*Deputy Medical Officer :* Thomas Evans, M.B., D.P.H.

*Assistant Medical Officers :*

W. W. Hellyer, M.R.C.S., Port Talbot.

Ian Duguid, M.B., Neath District.

G. M. A. Thomas, Porthcawl.

*Treasurer :* W. H. Ashmole.

*Chief Inspector : Inspector under Imported Food Regulations ; and Deratisation of Ships Regulations :*

J. A. Davies, C.R.S.I. (Cert. Meat & Foods).

*Assistant Inspector under Imported Food Regulations :*

G. W. Hale, C.R.S.I. (Cert. Meat & Foods).

*Assistant Inspector under Deratisation of Ships Regulations :*

H. W. Baxter, C.R.S.I. (Cert. Meat & Foods).

*Assistant Inspectors :*

SWANSEA.

T. H. Hearne, C.R.S.I.

H. G. Williams, C.R.S.I. (Cert. Meat & Foods).

Hubert Bowen, A.R.S.I. (Cert. Meat & Foods).

PORT TALBOT—R. A. Best, C.R.S.I.

NEATH DISTRICT—M. T. Johns.

PORTHCAWL—Lewis Mably.

*Medical Officer's Clerk :* A. Davies.

*Ratcatcher :* George Thomas.

*Junior Clerk :* T. J. Richards.



# Report of the Medical Officer of Health

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To :

*The Chairman and Members of the  
Swansea Port Sanitary Authority, Joint Board.*

Madam and Gentlemen,

I beg to submit my Annual Report for the year 1932.

If the returns of the general trade of the world for the year 1932 continue to shew lower figures, it is satisfactory to be able to report that the amount of shipping entering the ports under your Authority during 1932, shews a definite increase over 1931 ; 638 more vessels have entered, and the increase in tonnage is just over one million and a quarter tons, the figures for this year are very nearly up to the returns of 1930.

Had not the importation of crude oil from Abadan continued to shew a marked decrease, the trade of the ports would have shewn still better figures, and there must have been increased trade in other directions, to off-set the drop in the importation of oil. This is confirmed by the totals of Imports and Exports, the former shewing a drop of 104,627 tons, the latter an increase of 582,886 tons, largely caused by the export of anthracite coal to Canada ; a trade which shews every prospect of still further increase.

The prospect of any recovery of the importation of crude oil seems remote at present ; there has been a considerable increase in the refining of oil at Abadan, with a consequent direct distribution from that port ; in addition there seems to be a larger importation of oil at Grangemouth.

Cases of infectious disease shew a slight increase, both as to cases landed from vessels, and cases occurring on vessels during the voyage, but disposed of prior to arrival ; these were mostly cases of chicken-pox, or the milder form of variola (smallpox), often extremely difficult to differentiate. There has been a marked increase of cases of smallpox during the last year at Abadan, but regular and efficient vaccination of the crews of the vessels from this port, has checked the possibility of cases of the disease arriving in this country.

Information from the Ministry as to an outbreak of typhus fever at Leningrad, with a request for special examination of all vessels from that port, carried out by the Medical Officer, shewed a satisfactory condition as to the health and cleanliness of the crews, and the sanitary condition of the ships.

There seems to have been an increase of the enteric group, typhoid and paratyphoid, on the continent of Europe. Cases occurring on ships are more often caused by contaminated food and water, taken by the crew when ashore, than from the water on the ship : this is a risk common to all travellers abroad, and it is interesting to note that it is already shared by travellers in the air.

PORT SANITARY REGULATIONS, 1933.

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The Ministry called a conference of Port Medical Officers, presided over by Sir G. Newman, to discuss the proposed new regulations, which have now been issued, and will come into operation on the first of May, 1933.

Below, I have briefly summarised the most important points of the regulations :—

These regulations consolidate in one code, the whole of the regulations relating to the sanitary control of shipping in ports, and extends the Order of 1912, relating to the cleansing and disinfection of ships.

The general quarantine procedure prescribed in the regulations of 1907 has been modified, to take account of the modern method of international interchange of information relating to epidemic diseases.

Special measures are prescribed for dealing with ships infected with typhus fever or smallpox, in addition to those infected with plague, cholera or yellow fever. The new regulations require the sanitary authority to establish a mooring station within the docks, for ships which are “infected” or “suspected.”

An additional mooring station outside the docks is also to be established, where this can be done satisfactorily. The master of a “foreign-going” ship, arriving from foreign, is required to ascertain the state of health of all persons on board, and to complete a “declaration of health,” in the prescribed form.

Provision is made for the use of wireless messages, from ships having infection on board, to facilitate the procedure of dealing with such ships. An important new provision enacts that where a ship arrives from a foreign port, no unauthorised person may board or leave the ship, until it is free from control.

Various minor details are dealt with in other parts of the regulations, but it is not necessary to include them in this summary.



## I.—AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR 1932.

The totals of vessels and tonnage, foreign and coastwise, entering the Swansea Port Sanitary District, are kindly supplied by H.M. Collector of Customs, with the exception of fishing vessels, which are compiled from the records of the department.

I.—TABLE A.

	Number.	Tonnage.	Number Inspected.		Number reported to be Defective.	Number of Vessels on which defects were remedied.	Number of Vessels reported as having, or having had, during the voyage infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector.			
FOREIGN.							
Steamers ... ..	3,009	3,396,240	44	3,009	} 390	363	12
*Motor ... ..	146	258,102	19	146			
Sailing ... ..	13	1,211	5	13			
Fishing ... ..	11	1,295	—	11	—	—	—
TOTAL FOREIGN ...	3,179	3,656,848	68	3,179	392	365	12
COASTWISE.							
Steamers ... ..	2,356	1,371,963	1	2,106	} 237	211	3
*Motor ... ..	227	40,104	—	202			
Sailing ... ..	8	906	—	6			
Fishing ... ..	652	65,904	—	632	84	73	—
TOTAL COASTWISE ...	3,243	1,478,877	1	2,946	323	286	3
TOTAL FOREIGN & COASTWISE	6,422	5,135,725	69	6,125	715	651	15

\* Includes mechanically propelled vessels other than steamers.

The following table gives the totals of vessels and tonnage, foreign and coastwise, entering the individual ports comprising the Swansea Port Sanitary District.

District.	Foreign.	Tonnage.	Coastwise.	Tonnage.	Total Vessels Foreign and Coastwise.	Total Tonnage Foreign and Coastwise.
SWANSEA ... ..	2,202	2,858,699	2,438	1,118,582	4,640	3,977,281
NEATH ... ..	149	54,714	216	38,896	365	93,610
PORT TALBOT ... ..	828	743,435	526	312,908	1,354	1,056,343
PORTHCAWL ... ..	—	—	63	8,491	63	8,491
TOTALS ... ..	3,179	3,656,848	3,243	1,478,877	6,422	5,135,725

**Number of vessels, tonnage (foreign and coastwise), entering the Swansea Port Sanitary district during the preceding five years.**

Year.	Number of Vessels.		Total Foreign and Coastwise.	Tonnage.		Total Tonnage, Foreign and Coastwise
	Foreign.	Coastwise.		Foreign.	Coastwise.	
1927	2,861	3,483	6,344	3,478,269	1,728,585	5,206,854
1928	2,637	3,269	5,906	3,118,840	1,619,388	4,738,228
1929	3,366	3,727	7,093	3,732,244	1,775,645	5,507,889
1930	3,303	3,452	6,755	3,585,112	1,660,039	5,245,151
1931	2,487	3,297	5,784	2,513,993	1,349,556	3,863,549

**II.—CHARACTER OF TRADE OF PORT.**

(a) Passenger traffic during 1932 :—No Passenger traffic is dealt with at the port.

**MEDICAL INSPECTION OF ALIENS.**

The port is not an accredited alien port, but during the year, at the request of the Immigration Officer, alien passengers arriving in cargo vessels, who intended to remain in this country for more than three months, were subjected to medical examination.

Number of cargo vessels arriving with alien passengers	...	...	5
Total number of alien passengers medically examined	...	...	78
Certificates issued ...	...	...	Nil

(b) Cargo traffic. Principal imports and exports :—

IMPORTS.—Iron Ore, Copper and other Ores, Iron and Steel, Timber and Deals, Pitwood and Mining Timber, Grain and Flour, Potatoes, Onions, Fish, General Merchandise and Oil.

EXPORTS.—Cement, Coal and Coke, Patent Fuel, Iron and Steel, Rails, Tinplates, Grain and Flour, General Merchandise and Oil.

**SWANSEA.**

**PORT TALBOT.**

Year.	Imports.	Exports.	Total Imports and Exports.	Year.	Imports.	Exports.	Total Imports and Exports.
	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>
1927	2,086,167	5,679,778	7,765,945	1927	341,256	2,301,723	2,642,979
1928	1,694,672	5,104,951	6,799,623	1928	379,934	1,769,319	2,149,253
1929	1,497,187	6,239,319	7,736,506	1929	508,903	2,374,576	2,883,479
1930	1,471,856	5,422,757	6,894,613	1930	601,689	2,558,305	3,159,994
1931	1,089,051	4,464,656	5,553,707	1931	480,594	1,626,005	2,106,599
1932	990,535	4,734,451	5,724,986	1932	474,483	1,939,096	2,413,579

Swansea Port



Sanitary Authority.

*With the Medical Officer of Health's  
Compliments.*



### **COUNTRIES WITH WHICH THE PORT PRINCIPALLY TRADES.**

The trade of the port is world-wide, cargoes of wheat, cereals, foodstuffs, and minerals of all descriptions arriving from Australian, Indian, North and South American ports (east and west coasts), Canadian and far eastern ports. A busy trade is carried on with Belgium, Holland, Germany, Denmark, Sweden and Norway, also France, Spain, Portugal, Italy, Greece, etc., in food-stuffs and other miscellaneous cargoes.

There are numerous lines of steamers trading between Swansea and all parts of the world. Merchants thus have frequent and regular opportunities of shipping large or small consignments.

### **OIL TRADE.**

Swansea has, in the space of a few years, become one of the leading oil ports and distributing centres in the country, and the imports and exports of oil and spirit have exceeded 2,000,000 tons per annum.

A regular service of tank steamers of 8,000 to 12,000 tons capacity, bring the crude oil from Abadan in Persia ; cargoes of oil also arrive from the Mexican oil-fields. The facilities installed are such that a 10,000 tons tanker can discharge a full cargo in 12 hours, and a vessel of a similar size can load the refined product in 20 hours. At the jetty adjoining the entrance to the King's Dock, the largest liners can replenish their bunkers without entering the dock.

Depôts have been established by the Anglo-Persian Oil Co., Ltd., or its subsidiaries, at the following places :—Suez, Port Said, Dunkirk, Antwerp, Hamburg, Danzig, Oslo and Copenhagen, etc., to all of which ports Swansea acts as the base of distribution, thus making it the centre of distribution of the refined products throughout the world.

### **FISH TRADE.**

The Consolidated Fisheries, Ltd., of Grimsby, are firmly established with a fleet of 30 modern deep sea trawlers, whose chief fishing grounds are off the west coast of Ireland. This fleet is considerably augmented during seasons by fishing trawlers from Brixham, Ramsgate, etc. About 12,000 tons of fish are landed annually.

An ice factory has been installed in connection with the industry, with an average daily production of 60 tons of ice. At the Queen's Dock, the Company have an offal works, where fish manure is manufactured ; which has assumed large proportions.

### **III.—SOURCE OF WATER SUPPLY.**

(a) The ports of Swansea, Neath, and Port Talbot, comprising the Port Sanitary District, derive their water supplies from the public service supply, maintained by their respective Corporations. Samples of water are periodically examined, and are found to be free of contamination. Water mains are laid throughout the whole of the respective ports.

(b) All shipping is supplied through these sources from hydrants, which are conveniently placed for the supplying of vessels.

(c) No water boats are used in any of the ports under the jurisdiction of the Authority.

#### IV.—INFECTIOUS DISEASE.

(1) *Arrangements for detection of Infectious Disease on inward vessels.*

All cases of sickness on vessels arriving in the port are investigated by the Inspector, and if in any way suspicious, the vessel is detained at the boarding station until the arrival of the Medical Officer.

Vessels having sickness on board are visited daily, until it is safe to assume that the sickness is of a non-infectious character.

(2) *Arrangements for notification to the Port Sanitary Authority of the arrival of inward vessels requiring special attention.*

Information is received from the sea pilots of any cases of suspected disease on incoming vessels. Vessels arriving in the roads can signal Mumbles Point if any attention is needed. Information from Mumbles Point can be transmitted by telephone to the boarding stations, and Port Sanitary Office.

During night hours the Medical Officer, and Senior Inspector, can be notified by telephone at their private residences. Practically all the vessels of the British Tanker Co. send a wireless message notifying their probable time of arrival, and in addition, reporting if they have any sickness on board.

This is passed on by the Company to the Port Sanitary Authority.

Other ships are increasingly reporting sickness by wireless to their brokers who, in like manner, report to the Port Sanitary Authority.

H.M. Customs and the sea pilots of Swansea and Port Talbot are supplied with a copy of the weekly record of infectious diseases at ports, etc., at home and abroad, issued by the Ministry of Health.

(3) *Vessels boarded on arrival, by whom, where and how.*

All oil tankers from Abadan and Trinidad, grain vessels arriving from South American and Indian ports, and any vessels known to be from an infected or suspected port, are boarded on arrival by the Medical Officer of Health and an Inspector.

All vessels arriving in the day-time are boarded by an Inspector on arrival and, if necessary, the Inspectors do tidal duties to board vessels, and report to the Medical Officer of Health. These vessels are boarded at the appointed boarding stations in the entrance channel, where the crews are examined by the Medical Officer of Health.

(4) *Arrangements for disposal of cases of infectious disease, and for observation or surveillance of contacts.*

Infectious diseases such as cholera, plague, typhus and smallpox, can be admitted to the Borough Isolation Hospital at Cwmllynwyd, which is kept in readiness for the purpose.

Other cases of infectious diseases are admitted to the new Borough Isolation Hospital at Sketty.

Contacts, if remaining on the vessel, are kept under daily observation. If allowed to leave the vessel and go home, notification is sent to the Medical Officer of Health of the place where they are going.

Suspicious cases are removed to hospital for observation.



(5) *Arrangements for disinfection of infected quarters, bedding, clothing, etc.*

All disinfection of infected quarters is undertaken by your Authority, and carried out personally by your Inspectors.

Disinfection for vermin, etc., is also undertaken by your Authority when requested by ships' masters and brokers.

Otherwise it is undertaken by competent firms under the supervision of your Inspectors.

Infected bedding, clothing, etc., are removed by motor ambulance to the Borough Isolation Hospital, and disinfected by steam.

(6) *Arrangements for cleansing of persons.*

All seamen requiring treatment for cleansing of vermin, scabies, etc., are removed to the Infirmary, where facilities exist for such cleansing.

(7) *Arrangements for ambulance transport.*

Arrangements exist between the Port Sanitary Authority and the Borough Authority for the use of a motor ambulance at any time during the day, or night, for the removal of infectious cases to the Isolation Hospital.

(8) *Arrangements for detection and treatment of venereal disease amongst sailors.*

The clinic for treatment of venereal diseases for Swansea and all ports in the counties of Carmarthen, Pembroke and Cardigan, is at the Swansea General and Eye Hospital.

The ports of Port Talbot and Neath are served by the clinic opened at Port Talbot, under the Glamorgan County Council.

The facilities for the free treatment of venereal disease at the above clinics are notified to the masters of vessels on arrival. Leaflets giving information on the dangers of venereal disease, and the facilities for free treatment, are supplied to the crews of vessels by your Inspectors.

It is also pointed out that the facilities and treatment are free to all nationalities.

**Number of seamen cases admitted for treatment.**

SWANSEA CENTRE.				PORT TALBOT CENTRE.			
	1930	1931	1932		1930	1931	1932
Syphilis ... ..	249	289	215	Syphilis ... ..	44	12	29
Soft chancre ... ..	20	50	35	Soft chancre ... ..	0	1	0
Gonorrhoea ... ..	856	897	1098	Gonorrhoea ... ..	78	22	46
Others ... ..	25	45	91	Others ... ..	0	0	0
	1150	1281	1439		122	35	75
TOTAL ATTENDANCES ...	1150	1281	1439	TOTAL ATTENDANCES ...	574	175	164

(9 & 10) *Arrangements for bacteriological examinations of rats, and other bacteriological examinations.*

Bacteriological examinations of rats, and all other bacteriological examinations, are made by Dr. A. F. Sladden, at the Beck Laboratory.

TABLE C.

## Cases of Infectious Sickness landed from Vessels.

Disease.	No. of Cases during 1932.		No. of Vessels concerned.	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Chickenpox ... ..	—	1	1	0.6
Dysentery ... ..	—	1	1	0.4
Enteric fever ... ..	—	1	1	0.8
Erysipelas ... ..	—	—	—	0.2
German measles ... ..	—	—	—	0.4
Malaria ... ..	—	5	3	3.2
Measles ... ..	—	—	—	0.6
Pneumonia ... ..	—	—	—	0.2
Scarlet fever ... ..	—	—	—	0.2
Tuberculosis ... ..	—	1	1	0.2
Typhoid fever ... ..	—	2	2	0.4
TOTAL ... ..	—	11	9	7.2

**CHICKENPOX.**

“CHESHIRE,” m.v.

Seaman ill on arrival. He was visited by the Medical Officer of Health, who diagnosed the case as chickenpox. The patient was isolated on board, under the care of the ship's doctor. Vessel proceeded to Liverpool on April 4th. The Medical Officer there being notified in advance.

**DYSENTERY.**

“BRITISH FAITH,” m.v.

Vessel visited on arrival by the Medical Officer of Health. A distressed British seaman, suffering from dysentery, was referred to the Federation doctor for treatment.

**ENTERIC FEVER.**

“RIP,” s.s.

Arrived at Briton Ferry Dock with the master ill. The Assistant Medical Officer of Health certified him to be suffering from enteric fever, and he was removed to the Borough Isolation Hospital.

**MALARIA.**

“ELYSIA,” s.s.

Arrived January 7th. A seaman reported suffering from malaria, was treated on board by ship's doctor.

“BRITISH MOTORIST,” m.v.

Vessel visited on arrival by the Medical Officer of Health. A distressed British seaman suffering from malaria, was referred to the Company's medical officer.

“HILDEGAARD,” s.s.

Master was reported ill on arrival, with malaria. The Assistant Medical Officer of Health examined the crew; the master improved and remained on board. On November 15th, the second officer and a seaman were removed to the Borough Isolation Hospital, suffering from malaria.

**TUBERCULOSIS.**

“MINNA,” s.s.

A fireman was reported ill and was removed to hospital. It was afterwards reported that he was suffering from pulmonary tuberculosis.

**TYPHOID FEVER.**

“PUSZTA,” s.s.

Arrived July 4th, reporting all well. On the 13th a seaman was removed to the General Hospital for observation, where he subsequently developed typhoid fever, and was removed to the Borough Isolation Hospital.

“LORD LONDONDERRY,” s.s.

This vessel arrived on December 9th. A fireman was removed to the Borough Isolation Hospital for observation. On the 12th, information was received that he had developed typhoid fever.

All necessary action was taken on board.

TABLE D.

**Cases of Infectious Sickness occurring on Vessels during the voyage  
but disposed of prior to arrival.**

Disease.	No. of Cases during 1932.		No. of Vessels concerned.	Average No. of Cases for previous 5 years.
	Passengers.	Crew.		
Cerebro—spinal fever ... ..	—	—	—	0.4
Chickenpox ... ..	—	12	4	0.6
Cholera ... ..	—	—	—	0.4
Diphtheria ... ..	—	—	—	0.2
Dysentery ... ..	—	—	—	0.8
Enteric fever ... ..	—	—	—	1.8
Malaria ... ..	—	4	1	3.2
Pneumonia ... ..	—	—	—	0.2
Smallpox ... ..	—	2	1	2.8
Tuberculosis ... ..	—	—	—	0.2
Typhoid fever ... ..	—	—	—	1.0
Typhus fever ... ..	—	—	—	0.4
Yellow fever... ..	—	—	—	0.2
TOTAL ... ..	—	18	6	12.2

**CHICKENPOX.**

“WARWICKSHIRE,” s.s.

This vessel arrived from Barry. The master reported having landed three cases of chickenpox at that port; notification was also received from the Barry Port Medical Officer.

The whole of the crew were medically examined on arrival at Swansea. A seaman afterwards developed a febrile attack, he was kept under daily observation and subsequently recovered.

“MADRAS CITY,” s.s.

This vessel arrived from Vancouver via Manchester. The wireless operator was landed at William Head suffering from chickenpox. He afterwards recovered, and rejoined the vessel on the homeward passage. No further case of illness occurred. All members of the crew were medically examined on arrival at Swansea.

“CHESHIRE,” m.v.

Master reported that seven seamen were removed to hospital at London suffering from chickenpox. (See also Table C.)

“MARKHOR,” s.s.

Arrived from Glasgow. Master reported that a seaman was removed to hospital at Glasgow with chickenpox. All members of the crew were medically examined on arrival at Swansea. Four contacts still serving on board were kept under daily surveillance.

#### **MALARIA.**

“HILDEGAARD,” s.s.

Arrived at Port Talbot. The vessel was visited by the Assistant Medical Officer of Health. Master reported having landed four seamen at Bordeaux, suffering from malaria. All members of the crew were medically examined on arrival. (See also Table C.)

#### **SMALLPOX.**

“VICTORIA CITY,” s.s.

The master reported that two cases of smallpox occurred on the previous voyage. A seaman died of smallpox and was buried at sea, whilst the third officer was landed at Brisbane. A fireman was also landed at Brisbane, suffering from gonorrheal arthritis. All members of the crew had been vaccinated, and were subjected to a medical examination on arrival at Swansea.

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In addition to the cases of infectious diseases tabulated, 142 cases of sickness, etc., occurring during the voyage, on arrival, and during the stay in port, were investigated by the Inspectors, which included 77 cases of sickness of a non-infectious character ; 28 cases of venereal disease ; 29 cases of injuries, and 8 deaths ; 5 of which were due to drowning, 1 accidental, and 2 due to heart failure.

#### **CHOLERA, YELLOW FEVER AND PLAGUE ORDER (9th SEPTEMBER, 1907) OF THE LOCAL GOVERNMENT BOARD.**

All vessels arriving directly and indirectly from “infected ” and “suspected ” ports were boarded at H.M. Customs’ Boarding Stations and dealt with in accordance with the above Order.

On account of the occurrence of plague and cholera at Abadan (Persian Gulf), and in the area of the Suez Canal and Egypt, all ships arriving from these infected ports are boarded, and all persons on board medically examined. No vessel arrived with cholera, yellow fever or plague.

## SWANSEA.

Vessels and crews examined on arrival at the Boarding Station by the Medical Officer of Health, giving details of sickness reported on arrival, and during the voyage.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of persons on board.	Remarks.
1932						
Jan. 20	Hesleyside, s.s. ...	2518	British ...	San Nicolas via Las Palmas	34	All well.
„ 20	British Councillor, s.s. ...	4190	do. ...	Abadan via Cape of Good Hope	40	do.
„ 23	British Petrol, m.v. ...	4112	do. ...	do. ...	40	do.
„ 27	British Union, m.v. ...	4162	do. ...	do. ...	39	Third Engineer convalescent from acute gastritis.
Feb. 4	British Officer, s.s. ...	4083	do. ...	do. ...	40	All well.
„ 4	British Commodore, s.s. ...	4072	do. ...	do. ...	40	do.
„ 6	British Architect, s.s. ...	4394	do. ...	Abadan, Suez and Port Said	44	D. B. S. (2) suffering from injury of knee and gastritis, respectively. Boat-swain died at sea from heart disease.
„ 8	British Inventor, s.s. ...	4226	do. ...	do. ...	45	All well.
„ 15	British General, s.s. ...	4072	do. ...	Abadan via Cape of Good Hope	40	do.
„ 22	Warwickshire, s.s. ...	4462	do. ...	Barry ...	83	Lascars (3), landed at Barry with chickenpox.
„ 22	Madras City, s.s. ...	3467	do. ...	Vancouver, B.C., via Panama, Curacao and Manchester	35	Wireless operator landed at William Head with chickenpox. Crew vaccinated. Man recovered and rejoined vessel on homeward passage.
Mar. 11	Salacia, s.s. ...	3311	do. ...	St. John, N.B., via Glasgow, Cardiff and Avonmouth	40	All well.
Apr. 1	Serantes, s.s. ...	2079	Spanish ...	San Lorenzo via Las Palmas	31	All well.
„ 1	Cheshire, m.v. ...	6624	British ...	Rangoon via London and Antwerp	136	Members of crew (7) removed to hospital at London with chickenpox. A further case isolated on board on arrival at Swansea.
„ 2	British Glory, m.v. ...	4165	do. ...	Abadan, Suez and Port Said	44	All well.
„ 6	Perast, s.s. ...	2409	Jugo-Slavian	Villa Constitution via Las Palmas	33	Fireman landed at Las Palmas, with fracture of leg.
„ 9	British Aviator, m.v. ...	4135	British ...	Abadan, Suez and Port Said	46	All well.
„ 14	British Dominion, m.v. ...	4141	do. ...	do. ...	40	do.
„ 18	British Motorist, m.v. ...	4103	do. ...	do. ...	46	D.B.S. invalided home, convalescent from malaria.
May 9	British Fusilier, s.s. ...	4100	do. ...	do. ...	46	D.B.S. invalided home suffering from urethritis.
„ 12	British Merchant, s.s. ...	4017	do. ...	do. ...	47	All well.
„ 14	Victoria City, s.s. ...	2876	do. ...	Wallaroo via Venice and Ancona ...	40	All well. Master reported having landed 2 cases of smallpox on previous voyage.
„ 24	Mokta, s.s. ...	2475	do. ...	San Lorenzo via St. Vincent and Cape Verde	32	All well.
„ 28	British Officer, s.s. ...	4082	do. ...	Abadan, Suez and Port Said	48	do.
„ 30	Belmoira, m.v. ...	1869	Norwegian	Vancouver via San Pedro & Panama	25	do.



## PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE—Continued.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of persons on board.	Remarks.
1932						
June 8	British Glory, m.v. ...	4165	British ...	Abadan, Suez and Port Said	45	All well.
„ 15	Wilston, s.s. ...	2024	do. ...	Santa Fe via St. Vincent	29	do.
„ 18	British Dominion, m.v. ...	4141	do. ...	Abadan, Suez and Port Said	43	do.
July 2	British Motorist, m.v. ...	4103	do. ...	do. ...	43	do.
„ 8	British Commodore, s.s. ...	4072	do. ...	do. ...	40	do.
„ 16	British Inventor, s.s. ...	4226	do. ...	do. ...	39	do.
„ 19	British Corporal, s.s. ...	4072	do. ...	do. ...	39	do.
„ 21	British Judge, s.s. ...	4025	do. ...	do. ...	39	do.
„ 22	British Merchant, s.s. ...	4017	do. ...	do. ...	40	do.
„ 24	British Councillor, s.s. ...	4190	do. ...	do. ...	40	do.
„ 24	Hinnoy, m.v. ...	2353	Norwegian	San Nicolas via Las Palmas	27	do.
„ 31	British Colonel, s.s. ...	4141	British ...	Abadan, Suez and Port Said	39	do.
„ 31	British Valour, m.v. ...	4001	do. ...	do. ...	40	do.
Aug. 2	Sylvabelle, s.v. ...	85	French ...	Roscoff ...	22	do.
„ 7	Iris, s.v. ...	86	do. ...	do. ...	31	An onion-seller suffering from hernia. Advised to receive treatment.
„ 9	El Djezair, s.v. ...	87	do. ...	do. ...	26	All well.
„ 19	British Architect, s.s. ...	4394	British ...	Abadan, Suez and Port Said	40	D. B. S., suffering from bronchitis. Referred to Federation Doctor.
Sept. 1	British Faith, m.v. ...	4183	do. ...	do. ...	42	D. B. S., suffering from dysentery. Referred to Federation Doctor.
„ 1	Iris, s.v. ...	86	French ...	Roscoff ...	8	All well.
„ 2	Sylvabelle, s.v. ...	85	do. ...	do. ...	13	An onion-seller suffering from hernia. Advised to receive treatment.
„ 5	British General, s.s. ...	4072	British ...	Abadan, Suez and Port Said	41	All well.
„ 5	British Union, m.v. ...	4163	do. ...	do. ...	41	do.
„ 21	North Britain, s.s. ...	2357	do. ...	Villa Constitution, via Las Palmas	29	Seaman suffering from injury of arm.
„ 22	British Inventor, s.s. ...	4226	do. ...	Abadan, Suez and Port Said	40	D. B. S., transferred from m.v. British Motorist, suffering from appendicitis. Removed for treatment.
„ 24	British Commander, s.s. ...	4072	do. ...	do. ...	40	All well.
Oct. 7	British Renown, m.v. ...	4170	do. ...	Abadan, Suez and Port Said	41	D.B.S. convalescent from appendicitis.
„ 12	Cheniston, s.s. ...	3035	do. ...	Akhtari via Theodosia	35	All well.
„ 17	British Mariner, s.s. ...	4083	do. ...	Abadan, Suez and Port Said	38	Fifth Engineer landed at Port Said with head injuries. Seaman died at sea from heart failure.
„ 19	British Petrol, m.v. ...	4112	do. ...	do. ...	41	D.B.S. (2), suffering from stone in kidney and gastritis, respectively. Both men referred for treatment.



## PREVENTIVE MEASURES AGAINST IMPORTATION OF INFECTIOUS DISEASE—Continued.

Date.	Name of Vessel.	Reg. Tons.	Nationality.	Where from.	No. of Persons on board.	Remarks.
1932 Oct. 20	British Merchant, s.s. ...	4017	British ...	Abadan, Suez and Port Said ...	40	All well.
,, 25	Dimitrios N. Bogiazides, s.s. ...	2159	Greek ...	Rosario via Las Palmas	27	do.
Nov. 1	British Viscount, s.s. ...	4090	British ...	Abadan, Suez and Port Said	36	Seamen (2), landed Port Said on outward voyage (rheumatism). Seaman landed Gibraltar on homeward voyage (influenza).
,, 2	British Faith, m.v. ...	4183	do. ...	do. ...	41	All well.
,, 3	British Fusilier, s.s. ...	4100	do. ...	do. ...	39	Seaman suffering from bubo. Treated privately.
,, 6	British Aviator, m.v. ...	4135	do. ...	Abadan, via Cape of Good Hope	40	All well.
,, 9	British Advocate, s.s. ...	4151	do. ...	Abadan, Suez and Port Said	41	All well
,, 10	Lord Antrim, s.s. ...	2753	do. ...	Leningrad ...	36	do.
,, 19	Runswick, s.s. ...	2361	do. ...	Rosario ...	30	do.

## NEATH DISTRICT.

Vessels and crews examined on arrival at the Boarding Station by the Assistant Medical Officer of Health, giving details of sickness reported on arrival, and during the voyage.

1932 June 9	Saint Munga, s.s. ...	173	British ...	Dublin ...	10	Landed body of a man picked up in Swansea Bay. Body removed to Penrhiwtyn Hospital mortuary, Neath. Result of inquest :— "Found drowned."
Sept. 15	Rip, s.s. ...	696	Belgian ...	Bilbao ...	18	(See page 12).

## PORT TALBOT DISTRICT.

Vessels and crews examined on arrival at the Boarding Station by the Assistant Medical Officer of Health, giving details of sickness reported on arrival, and during the voyage.

1932 Jan. 20	Banderas, s.s. ...	1364	Spanish ...	Ghent ...	25	Seaman suffering from catarrhal jaundice. Treated privately.
Oct. 24	Torne, s.s. ...	1962	Swedish ...	Narvik ...	30	Seaman ill. Removed to hospital for observation. Discharged (non-infectious).
Nov. 10	Hildegard, s.s. ...	1559	Norwegian	Rufisque, Kaslak, Dakar and Bordeaux	22	(See page 12).
Dec. 12	Lord Londonderry, s.s. ...	3630	British ...	Avonmouth ...	40	Fireman treated for burns. (See also page 13).

## V.—MEASURES AGAINST RODENTS.

### (1) *Steps taken for detection of rodent plague.*

- (a) All rats captured on vessels are superficially examined before cremation, and suspected rats sent to the Beck Laboratory for bacteriological examination. Vessels arriving from infected or suspected ports, are examined for the presence of dead rats. Specimen rats from these vessels are always sent for bacteriological examination.
- (b) Similar measures are adopted when dealing with quays, wharves and warehouses in the vicinity of the port.

### (2) *Preventing passage of rats between ship and shore.*

Vessels loading or discharging are requested, when possible, to have all mooring chains and ropes guarded by rat discs properly fixed in position ; gangways, etc., raised at night ; and lighters removed from alongside after working hours. All grain vessels are kept moored away from the wharf, while being discharged.

### (3) *Methods of deratisation.*

- (a) Ships : Fumigation by sulphur dioxide, and hydrogen cyanide, trapping, and laying of poison baits.
- (b) Warehouses, wharves, river banks, etc., and other premises in the vicinity of the docks, continued trapping, baiting and ferreting are the methods adopted.

### (4) *Measures for the detection of rat prevalence in ships and on shore.*

Enquiries are made on all vessels as to the presence of rats. All grain vessels, general cargo vessels and oil tankers are examined by the deratisation inspectors. Special attention is given to vessels arriving from infected or suspected ports. Vessels requiring deratisation certificates are systematically examined by the deratisation inspectors.

Quays, warehouses, wharves, etc., are periodically inspected and the extent of rat infestation reported upon. Notices are served upon the owners, followed by advice as to the best methods of destruction.

Most warehousemen are supplied with traps and poison bait, and are making efforts to reduce the rat population. Large areas devoted to the storage of timber, deals and pitprops, are inspected for rat prevalence, and when necessary, poison baits are laid down.

### (5) *Rat-proofing.*

- (a) To what extent are docks, wharves, warehouses, etc., rat-proof ?.

The rat-proofing of docks and wharves presents a difficult problem. Of recent years, most of the warehouses and transit sheds have been practically rendered rat-proof by the abolishment of unnecessary woodwork, and the laying of patent concrete floors.

(b) Action taken to extend rat-proofing.

(1) When vessels are examined for rat infestation, or for fumigation purposes, any harbourage, runs, access to stores, peaks, etc., are sought. The masters or owners are advised as to any improvements practicable.

(2) On shore, in recently constructed warehouses the latest methods designed to reduce rat harbourage to a minimum have been adopted, and when reconstructing any older type of warehouse, similar improvements have been carried out.

### **THE PUBLIC HEALTH (DERATISATION OF SHIPS) REGULATIONS, 1929.**

These regulations were issued in 1929 to provide for the application of Article 28 of the International Sanitary Convention of Paris, 1926, and came into operation on the 1st day of January, 1930, making it obligatory on the arrival of a ship from a foreign port, for the Medical Officer of Health to require the master to produce a valid deratisation certificate, or a valid deratisation exemption certificate.

If no valid certificate is produced, the regulations require the ship to be inspected, and a dated deratisation exemption certificate issued if the ship is free from rats, or is maintained in such a condition that the number of rats on board is kept down to the minimum.

If the ship is not so maintained, the regulations require the master to make arrangements for deratisation to be carried out in a manner approved by the Medical Officer of Health. After deratisation (which is usually carried out by fumigation with sulphur dioxide or hydrogen cyanide), has been completed to the satisfaction of the Medical Officer of Health, a dated deratisation certificate is issued.

These certificates are valid for six months, and may be extended for one month in the case of a ship proceeding to her home port. Certificates are only issued at ports possessing the equipment and personnel necessary for the deratisation of ships, approved and notified to the Office International d'Hygiene Publique by the government of the country concerned.

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The estimation of rat prevalence calls for a thorough examination of all parts of the ship, particularly those which are most remote and difficult of access, together with the ability to recognise the various rat indications, such as the amount of excreta, whether recent or stale, runs, gnawings, nests, damage to cargo, marking, harbourage, etc.

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During the year 512 certificates have been issued under the regulations : 28 deratisation certificates and 484 deratisation exemption certificates. Of the vessels granted deratisation certificates, 18 were fumigated with  $\text{SO}_2$ , 195 rats destroyed ; 10 fumigated with  $\text{HCN}$ , 77 rats destroyed : making a total of 272 rats destroyed on vessels deratised. The 484 deratisation exemption certificates were granted chiefly, to the regular local continental traders and oil tankers. Owing to the character of the trade of the port, these vessels are mainly engaged in carrying cargoes which are unattractive to rats. From experience it is exceptional to find any of these vessels rat infested, only slight traces being occasionally found.

All the oil tankers are modern and remarkably free from rat infestation ; harbourage is reduced to a minimum, and every precaution taken to prevent access. Upon examination, 27 of the vessels granted deratisation exemption certificates, traces very slight and localised were found.

Trapping was employed on these vessels, 122 rats being destroyed.

Measures of rat destruction on vessels other than those dealt with under the former regulations have been carried out. Vessels, although possessing valid certificates, have been systematically examined for rats.

Trapping was employed on 32 vessels, 280 rats being destroyed. At the Beck Laboratory 20 specimen rats from vessels were bacteriologically examined and found free from plague.

Warehouses, wharves, quays, etc., in the vicinity of the docks are periodically inspected for rat infestation and harbourage. Continual measures by trapping and laying poison baits are employed to reduce the rat population.

During the year 619 rats were destroyed in warehouses, etc.

## RATS DESTROYED DURING 1932.

TABLE E.

(1)—On Vessels.

[illegible]

TABLE F.

(2)—In Docks, Quays, Wharves and Warehouses.

[illegible]



## RATS BACTERIOLOGICALLY EXAMINED DURING THE YEAR AT THE BECK LABORATORY.

Date.	Name of Vessel, Warehouse, etc.	No. of Rats examined.	Where From.	Cargo.	Result.
1932					
Jan. 25	Clan MacPhee, s.s.	2	London	General	No evidence of bacillus pestis.
Feb. 15	Ripa, s.s.	2	La Pallice	Water ballast	do.
„ 22	Madras City, s.s.	2	Vancouver, B.C., via Panama, Curacao and Manchester	Grain	do.
April 1	Serantes, s.s.	2	San Lorenzo	do.	do.
June 9	*Mentor, s.s.	2	Boucau	Water ballast	do.
„ 9	Kafiristan, s.s.	2	Rotterdam	Grain	do.
Sept. 15	Fanad Head, s.s.	2	Dublin	do.	do.
„ 23	North Britain, s.s.	2	Villa Constitution via Las Palmas	do.	do.
Oct. 24	Marionga, s.s.	2	Limerick	Water ballast	do.
„ 26	Dimitrios N. Bogiazides, s.s.	2	Rosario	Grain	do.

\* Vessel dealt with at Port Talbot.

TABLE G.

Particulars relating to plague "infected" or "suspected" Vessels arriving in the Port during 1932.

Name of Vessel.	Date of Arrival.	Whether "Infected" or "Suspected."	Methods of Rat Destruction employed.	Number of dead Rats recovered.	Whether a Certificate of Deratisation was issued?	Remarks.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Nil	—	—	—	—	—	—

TABLE H

Measures of Rat Destruction on Vessels from plague infected Ports (other than those included in Table G) arriving in the Port during 1932, and number of Certificates issued in respect of such vessels.

Total No. of Vessels arriving from plague infected Ports.	Number of such Vessels fumigated by S.O <sub>2</sub> .	Number of Rats killed.	Number of such Vessels fumigated by HCN.	Number of Rats killed.	Number of such Vessels on which trapping, poisoning, etc., were employed.	Number of Rats killed.	Number of such Vessels on which measures of rat destruction were not carried out.	Number of Fumigation Certificates issued on Form "Port H."		No. of other Certificates issued.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	Deratisation.	Exemption.	(11)
63	6	127	Nil	Nil	12	108	45	6	24	Nil

TABLE I.

Measures of Rat Destruction on Vessels (other than those included in Tables G and H) and number of Certificates issued in respect of such Vessels during 1932.

Number of Vessels fumigated by S.O <sub>2</sub> . (1)	Number of dead Rats recovered. (2)	Number of Vessels fumigated by HCN. (3)	Number of dead Rats recovered. (4)	Number of Vessels on which trapping, poisoning, etc., were employed. (5)	Number of dead Rats recovered. (6)	Number of Certificates issued on Form "Port II."		Number of other Certificates issued. (9)
						Deratisation. (7)	Exemption. (8)	
12	68	10	77	47	294	22	460	Nil

### INSPECTION OF VESSELS.

During the year 6,125 vessels were inspected at the ports under your jurisdiction, this being an increase of 363 vessels when compared with last year. British vessels totalled 4,806 and foreign 1,319; the former representing an increase of 396, whilst the latter shewed a decrease of 33, when compared with the respective figures for 1931.

The total number reported to be defective was 715; defects being remedied on 651. Nuisances and defects found on vessels inspected numbered 1,176, of which 1,119 were remedied, and in addition 4,112 verminous and dirty beds were destroyed. One statutory notice, 353 informal notices, and 361 verbal instructions were issued, which necessitated 1,453 re-visits being made by your Inspectors to enforce compliance with these notices, and to investigate cases of sickness.

The following table shews the number of vessels inspected, British and Foreign, at the respective ports, with the number of nuisances and defects dealt with, and the total population.

District.	Number of Vessels.			Number of Nuisances and defects dealt with.	Total number of persons on board vessels inspected.
	British.	Foreign.	Total.		
SWANSEA ... ..	3,413	977	4,390	837	91,085
NEATH ... ..	283	19	302	80	3,029
PORT TALBOT ... ..	1,072	323	1,395	259	22,464
PORTHCAWL ... ..	38	—	38	—	1,033
TOTALS ... ..	4,806	1,319	6,125	1,176	117,611

### NATIONALITY OF VESSELS INSPECTED.

Nationality.	SWANSEA.			NEATH.			PORT TALBOT.			PORTHCAWL.		
	Steam	Sail	Total	Steam	Sail	Total	Steam	Sail	Total	Steam	Sail	Total
Belgian ... ..	41	—	41	2	—	2	17	—	17	—	—	—
British ... ..	3283	130	3413	240	43	283	1020	52	1072	37	1	38
Danish ... ..	88	1	89	—	—	—	14	—	14	—	—	—



## NATIONALITY OF VESSELS INSPECTED—Continued.

Nationality.	SWANSEA.			NEATH.			PORT TALBOT.			PORTHCAWL.		
	Steam	Sail	Total	Steam	Sail	Total	Steam	Sail	Total	Steam	Sail	Total
Danzig Free State ...	1	—	1	—	—	—	—	—	—	—	—	—
Dutch ... ..	113	1	114	2	—	2	14	—	14	—	—	—
Esthonian ... ..	17	—	17	2	—	2	11	—	11	—	—	—
Finnish ... ..	26	—	26	—	—	—	7	—	7	—	—	—
French ... ..	165	11	176	1	—	1	38	1	39	—	—	—
German ... ..	44	—	44	3	—	3	7	—	7	—	—	—
Greek ... ..	14	—	14	—	—	—	5	—	5	—	—	—
Hungarian ... ..	2	—	2	—	—	—	1	—	1	—	—	—
Icelandic ... ..	—	—	—	—	—	—	2	—	2	—	—	—
Irish Free State ...	—	1	1	—	—	—	1	—	1	—	—	—
Italian ... ..	18	—	18	—	—	—	12	—	12	—	—	—
Japanese ... ..	15	—	15	—	—	—	1	—	1	—	—	—
Jugo-Slavian ... ..	12	—	12	—	—	—	4	—	4	—	—	—
Latvian ... ..	13	—	13	—	—	—	5	—	5	—	—	—
Norwegian ... ..	192	—	192	—	—	—	66	—	66	—	—	—
Panamarian ... ..	4	—	4	—	—	—	4	—	4	—	—	—
Peruvian ... ..	—	—	—	—	—	—	2	—	2	—	—	—
Portuguese ... ..	—	—	—	—	—	—	8	—	8	—	—	—
Spanish ... ..	106	—	106	8	—	8	78	—	78	—	—	—
Swedish ... ..	92	—	92	1	—	1	22	—	22	—	—	—
U.S.S.R. ... ..	—	—	—	—	—	—	3	—	3	—	—	—
TOTALS... ..	4246	144	4390	259	43	302	1342	53	1395	37	1	38

## VI.—HYGIENE OF CREWS' SPACES.

TABLE J.

## Classification of Nuisances.

Nationality of Vessel.	Number inspected during 1932.	Defects of original construction.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
BRITISH ... ..	4,806	—	232	478
OTHER NATIONS ... ..	1,319	—	181	285

## LIST OF NUISANCES AND DEFECTS DEALT WITH.

Nature of nuisance or defects.	Swansea.	Neath.	Port Talbot.	Porthcawl.	Total.
Forecastles, berths, cleaned, painted, etc. ... ..	246	17	57	—	320
Water closets, ditto ... ..	34	13	54	—	101
Defective or dirty water tanks or casks ... ..	11	—	1	—	12
Damp quarters caused by leaky decks over berths, unlined iron decks over berths and defective wood lining ... ..	29	1	9	—	39
Defective ventilators in crews' spaces ... ..	10	8	2	—	20
Insufficient lighting ; defective side ports, deck prisms, etc. ...	74	25	45	—	144
Ships' gear kept in crews' spaces ... ..	2	—	1	—	3
Defective bulkheads and floors in crews' spaces and W.C's. ...	6	—	—	—	6
Foul accumulations on deck and quays ... ..	109	—	7	—	116
Defective or dirty food lockers ... ..	13	3	—	—	16
Defective cable chain casing in forecastle or defective or dirty alleyways, companionways ... ..	2	—	1	—	3
No tables in forecastles ; defective ditto ... ..	1	—	—	—	1
Defective and dirty bunks in forecastles ... ..	2	—	—	—	2
Defective and dirty cooks' galleys ... ..	7	—	—	—	7
Defective and dirty vegetable lockers, pantries, food bins, etc. ...	8	—	—	—	8
Insufficient heating : defective stoves and stove-pipes, radiators, etc. ... ..	96	6	34	—	136
Defective forecastle and berth doors ... ..	7	—	—	—	7
Ship's gear in W.C's., bathrooms, etc. ... ..	1	—	—	—	1
Verminous forecastles and berths ... ..	125	3	19	—	147
Leaking hawse-pipe in forecastles ... ..	4	—	12	—	16
Defective ladders in forecastles, etc. ... ..	—	1	—	—	1
Dirty messrooms, bathrooms, lavatories and wash-houses ...	16	—	4	—	20
Insufficient bunks in forecastles ... ..	1	—	—	—	1
Defective skylight in forecastles ... ..	4	—	—	—	4
Defective drainage, seats, doors, ventilation, pans, troughs, flushing, light, soil pipes, etc., in W.C's. ... ..	25	2	13	—	40
Ballast tank leaking into forecastles ... ..	1	—	—	—	1
Defective fresh water pumps ... ..	2	—	—	—	2
Defective cable chain casing in forecastle, or defective or dirty alleyways and companionways, etc. ... ..	1	—	—	—	1
Steam-pipe leaking into alleyways ... ..	—	1	—	—	1
TOTALS ... ..	837	80	259	—	1176

## VII.—FOOD INSPECTION.

(1) *Action taken under the Public Health (Imported Food) Regulations 1925; the Public Health (Imported Milk) Regulations 1926; and the Public Health (Preservatives etc. in Food) Regulations, 1925 to 1927.*

### Food Imports.

At the fish market 169,604 cwts. of mixed fish were landed during the year, chiefly from the fishing grounds off the Irish Coast. The fish landed was inspected daily and found to be of good quality. All unsold fish and offal was removed daily to the offal factory, to be converted into fish manure, etc.

Other imports were grain, cereals, sugar, potatoes, lard, canned and preserved goods. All were found in good condition, other than small quantities being damaged by sea or other causes. All unsound food with-held from human consumption was, with a few exceptions, disposed of locally, or otherwise dealt with.

When sent to another district the Medical Officer of Health of the district concerned was notified.

The following table gives the amount of unsound food-stuffs dealt with during the year :—

<i>Description.</i>	<i>Tons.</i>	<i>Cwts.</i>	<i>Qrs.</i>	<i>Lbs.</i>	<i>How disposed of</i>	<i>Description.</i>	<i>Tons.</i>	<i>Cwts.</i>	<i>Qrs.</i>	<i>Lbs.</i>	<i>How disposed of.</i>
Beef (canned) ...	0	0	0	13	Destroyed.	Preserves (canned) ...	0	0	0	14	Destroyed.
Cream „ ...	0	0	0	16	do.	Rice ...	3	1	0	0	Sold for animal food.
Fish (dried) ...	0	3	2	21	Conveyed to Fish Meal Factory.	Sugar ...	14	12	0	0	Re-conditioned.
Fish (wet) ...	11	10	0	0	do.	Syrup ...	0	0	1	20	Destroyed.
Fruit (canned) ...	0	10	0	21	Destroyed.	Tomatoes (canned) ...	1	5	1	4	do.
Maize ...	2	0	0	0	Sold for animal food.	Tomato catsup ...	0	0	1	2	do.
Milk (canned) ...	0	2	1	27	Destroyed.	Tongue (canned) ...	0	0	0	10	do.
Potatoes ...	159	9	0	0	Sold for animal food.	Treacle ...	0	0	0	13	do.
						Wheat ...	32	9	0	0	Sold for animal food.
						TOTAL	225	3	3	21	

### THE PUBLIC HEALTH (IMPORTED) MILK REGULATIONS, 1926.

No milk has been imported to which the above regulations apply.

### THE PUBLIC HEALTH (PRESERVATIVES, ETC. IN FOOD) REGULATIONS, 1927.

It has not been necessary to take any action under the above regulations.

### THE PUBLIC HEALTH (SHELL-FISH) REGULATIONS, 1915.

#### (2) *Shell-fish.*

Under the Swansea Fisheries Order, 1931, two motor boats are licensed to dredge for oysters and mussels. During the official year, August, 1931, to August, 1932; 86,475 oysters were landed. Cockles and mussels are taken in Swansea Bay, and a large quantity of periwinkles are also picked.

By an order of the Ministry of Agriculture and Fisheries, a section of the Mumbles oyster beds is to be totally closed for dredging; this is a precautionary measure to cover future requirements, arising out of the tidal discharge to be made by the Swansea main drainage scheme, when it comes into operation, and to avoid a possible source of pollution at the present time, which will be eliminated when the new scheme is started.

Consequently, it is not considered necessary to take any action, under the Public Health (Shell-fish) Regulations, 1915, or the Public Health (Cleansing of Shell-fish) Act, 1932.

(3) *Number of samples of food examined by (a) Bacteriologist : Nil ; (b) Analyst, Nil.*

### THE PARROTS (PROHIBITION OF IMPORT) REGULATIONS, 1930.

The following vessels arrived with parrots on board :—

Date.	Name of Vessel.	No. of parrots.	Date.	Name of Vessel.	No. of parrots.
1932					
Feb. 29	Quercus, s.s. ... ..	1	July 22	British Judge, s.s. ... ..	1
April 23	Clan Macbean, s.s. ... ..	1	Aug. 30	Clan Maenab, s.s. ... ..	1
July 4	Porjus, s.s. ... ..	2	Dec. 12	Porjus, s.s. ... ..	1
July 5	Quercus, s.s. ... ..	2			

In all cases notices were served prohibiting the importation, and forbidding their removal other than for exportation. A written undertaking not to import the parrots was given in each case.

I have to express my indebtedness to the Officers of H.M. Customs and H.M. Board of Trade, at the ports under your jurisdiction, also the Docks Managers and Dock Masters of Swansea, Neath, Port Talbot, Porthcawl, and the Officer of the South Wales Sea Fisheries Board, for co-operation with the Officers of the Swansea Port Sanitary Authority, Joint Board, in carrying out their responsible duties.

I am, Madam and Gentlemen,

Your obedient Servant,



*Port Medical Officer of Health.*

Port Sanitary Offices,  
10, Somerset Place,  
Swansea.

March, 1933.



